

Having trouble viewing this email? [View it as a Web page.](#)



Electric Vehicle Supply Equipment Standards Rulemaking

Public Webinar Announcement

The California Air Resources Board (CARB or Board) invites you to participate in a public webinar to solicit input on the Electric Vehicle Supply Equipment (EVSE) Standards Rulemaking. The webinar will present current draft regulatory language revised in response to comments received during and after the November 7, 2018 workshop. These changes are being made in preparation for a June 2019 Board Hearing.

DATE: April 2, 2019
TIME: 10:00 a.m. - 1:00 p.m.
LOCATION: Webinar

We encourage registration in advance of the webinar.

[Register](#)

Draft regulatory language will be posted prior to the webinar on the [Electric Vehicle Charging Stations Open Access Act](#) website.

Background

Staff is proposing regulatory requirements that will create a minimum standard of access for public electric vehicle charging, facilitate roaming agreements between electric vehicle service providers, create a more complete database of location and pricing information for consumer use, and ensure clarity in the cost of a charging session. The purpose of the proposed rulemaking is to provide market certainty to drivers who use charging infrastructure currently and into the future while maximizing access for all PEV drivers.

The proposed regulation establishes six requirements for publicly accessible EVSE:

1. Chargers must be accessible to drivers regardless of membership in an Electric Vehicle Service Provider's (EVSP) network.
2. EVSPs must operate credit card readers and mobile payment options on Level 2 and direct current fast charger (DCFC) EVSE, allowing payment by members and non-members.
3. A sticker informing drivers of voltage (V) and amperage (A) capabilities must be placed on each EVSE.
4. EVSPs must post all fees associated with a charging session.
5. The interoperable billing standard Open Charge Point Interface (OCPI) must be installed on each EVSE. Other interoperable billing standards may also be used.
6. EVSPs must meet specific reporting requirements to the National Renewable Energy Laboratory (NREL) and CARB.

Summary of Current Draft Proposal

§ 2360 Applicability. This chapter applies to all EVSPs operating one or more publicly available Level 2 or DCFC EVSE installed in California. If an EVSP also operates EVSE that are not publicly available, the requirements of this chapter

apply only to that EVSP's publicly available Level 2 and DCFC EVSE installed in California.

This section was modified by deleting and revising definitions.

§ 2360.1 Requirements for Labeling Electric Vehicle Supply Equipment.

EVSPs must place the Code of Federal Regulations Title 16 Part 309 Electric Alternative Fuels label on all publicly available EVSE.

- DCFC EVSE must be compliant by July 1, 2020.
- Level 2 EVSE must be compliant by July 1, 2023.

The compliance dates in this section were modified from the original proposal

§ 2360.2 Payment Method Requirements for Electric Vehicle Supply Equipment.

This section applies to publicly available EVSE installed in California that require payment.

- The EVSP shall install and operate an EMV chip and Near Field Communications reader on each EVSE or a kiosk.
- New DCFC installations shall be compliant by July 1, 2020.
- DCFC installations prior to July 1, 2020 shall be compliant no later than 5 years after the date of installation.
- New Level 2 installations shall be compliant by July 1, 2023.
- Level 2 installations prior to July 1, 2023 shall be compliant no later than 5 years after the date of installation.
- The EVSP shall also provide and display a toll-free number and all fees associated with a single charging session for the user.

Compliance deadlines have been changed to July 1, 2020 for DCFC and July 1, 2023 for Level 2 EVSE.

§ 2360.3 Facilitating Roaming Agreements. By one year after the effective date of the regulation, the EVSP shall meet, at a minimum, and maintain the “California

Open Charge Point Interface Interim Test Procedures for Networked Electric Vehicle Supply Equipment for Level 2 and Direct Current Fast Charge Classes”, adopted [insert date of adoption], and incorporated by reference, for each applicable EVSE. This does not preclude the additional use of other communication protocols.

§ 2360.4 Reporting for Electric Vehicle Service Providers.

- Baseline reporting to CARB includes EVSP contact information, EVSE model certification and current EVSE inventory and usage information.
- Annual reporting to CARB: EVSPs shall report current EVSE inventory, usage information and pricing information.
- Reporting to the National Renewable Energy Laboratory (NREL) on an ongoing basis.

Compliance dates for each required piece of information have been changed.

Language has been added to establish baseline information requested from each EVSP.

§ 2360.4 Civil Penalty Schedule.

Civil penalties will be applied if an EVSP

- fails to install the correct payment hardware,
- fails to submit a baseline report or annual reports,
- fails to report to NREL,
- fails to install OCPI, or
- fails to place specified labels on each EVSE.

Changes have been made to clearly define the party subject to a violation and the penalty amounts if a citation is issued.

[More information](#)

CLEARING CALIFORNIA SKIES FOR 50 YEARS

CARB is the lead agency for California's fight against climate change, and oversees all air pollution control efforts in the state to attain and maintain health-based air quality standards. Learn more at www.arb.ca.gov.